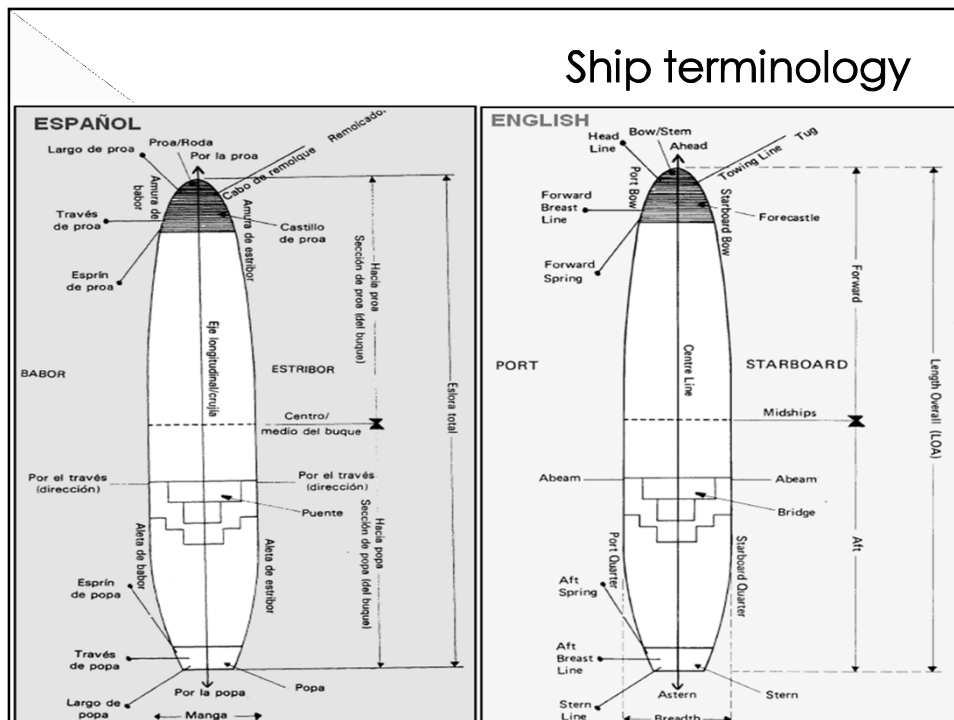
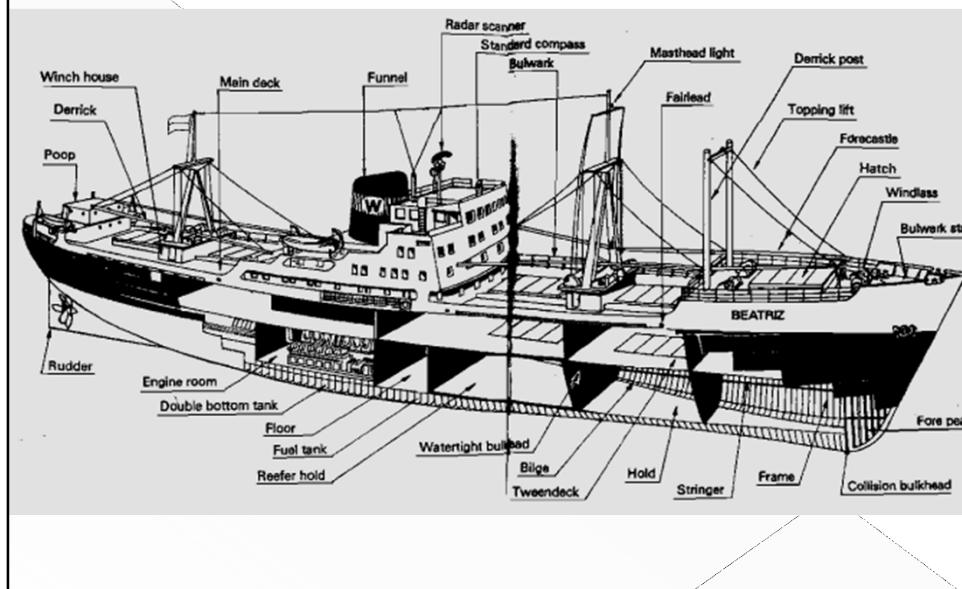


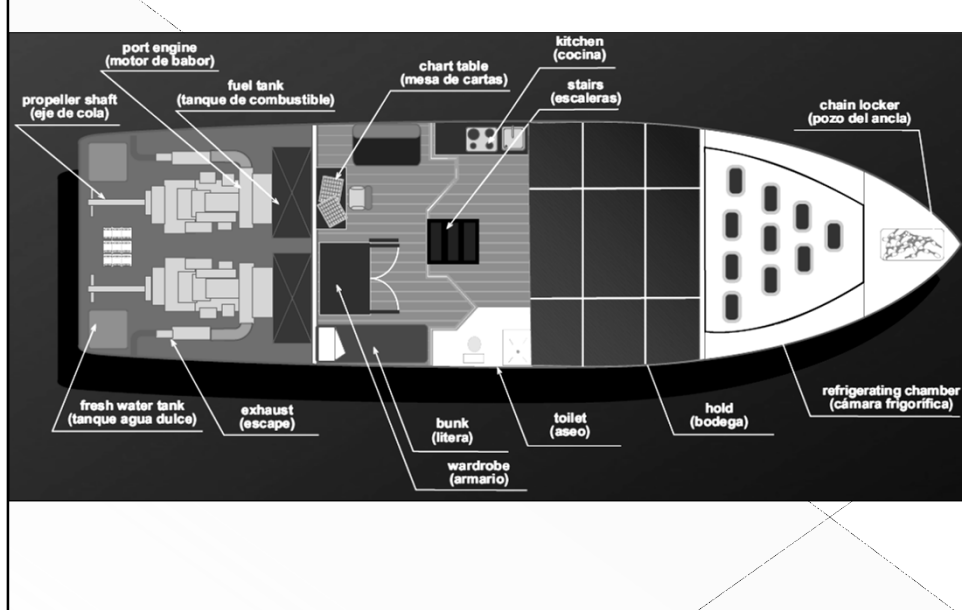
Guía práctica de terminología náutica en inglés



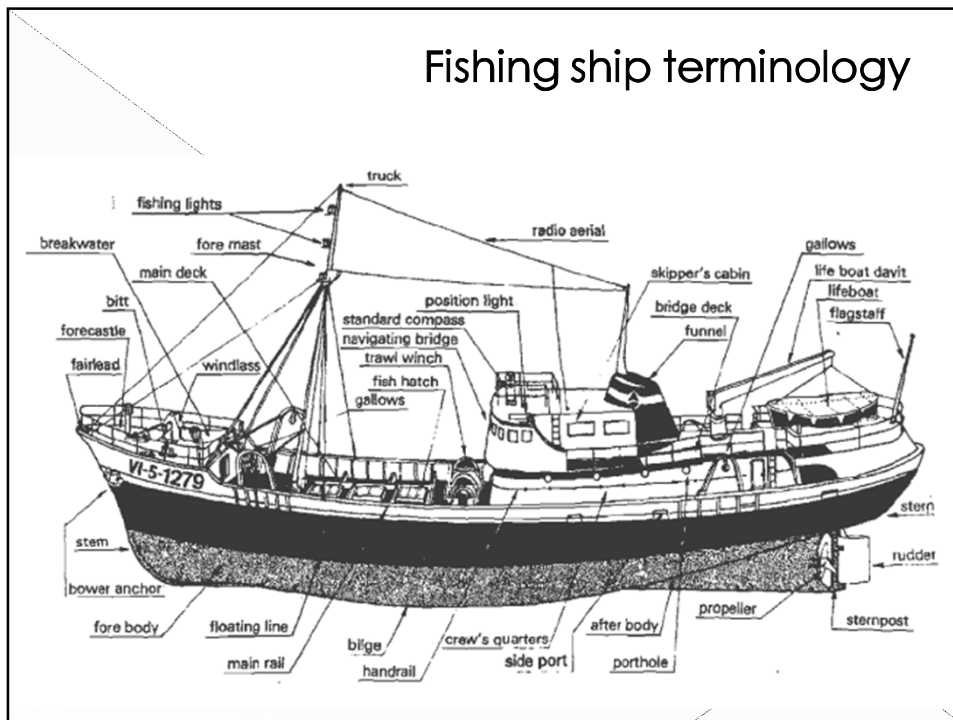
Ship terminology



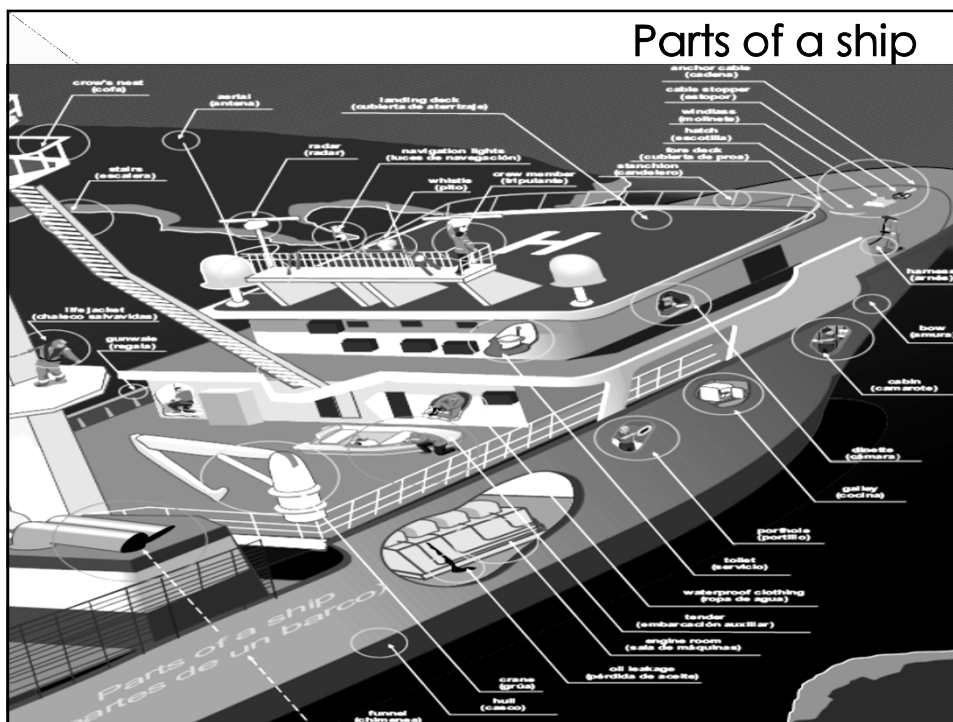
Ship terminology



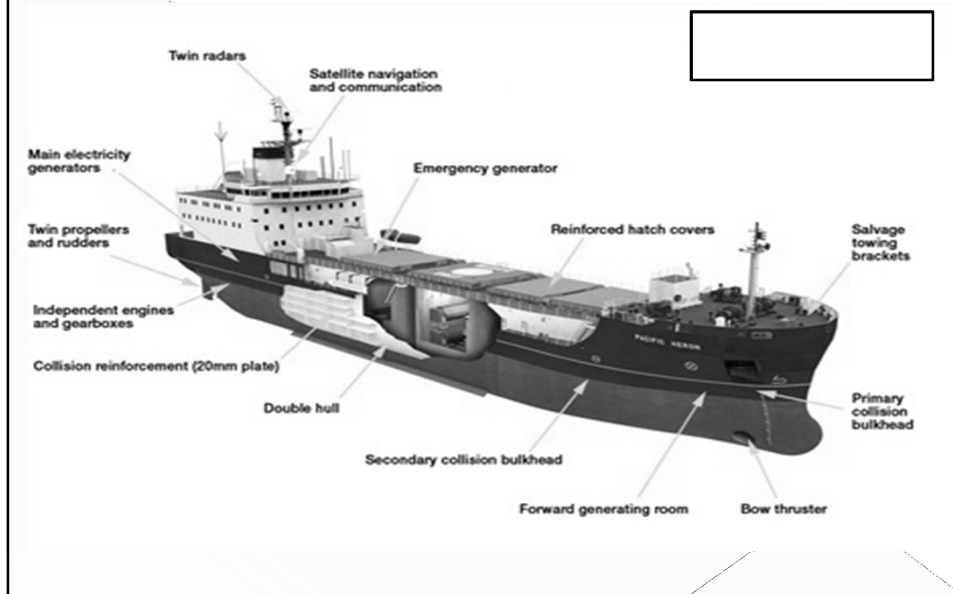
Fishing ship terminology



Parts of a ship



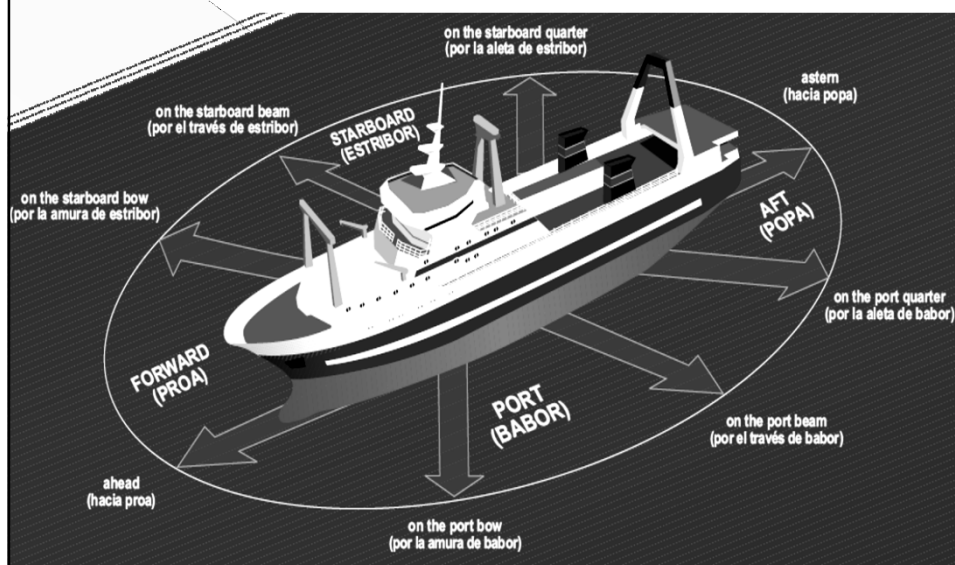
Cargo ship terminology



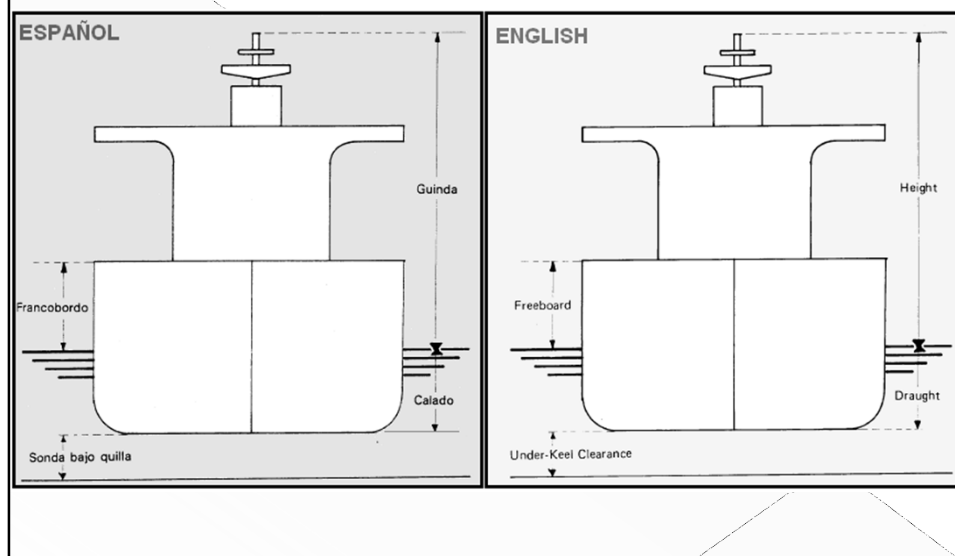
Recreational ship terminology

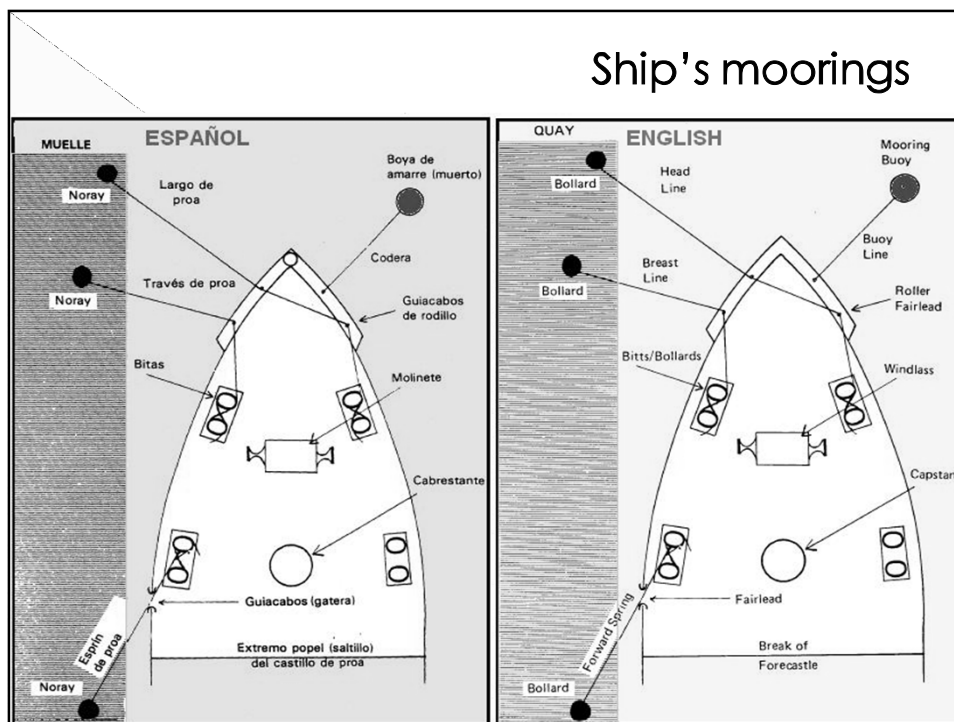
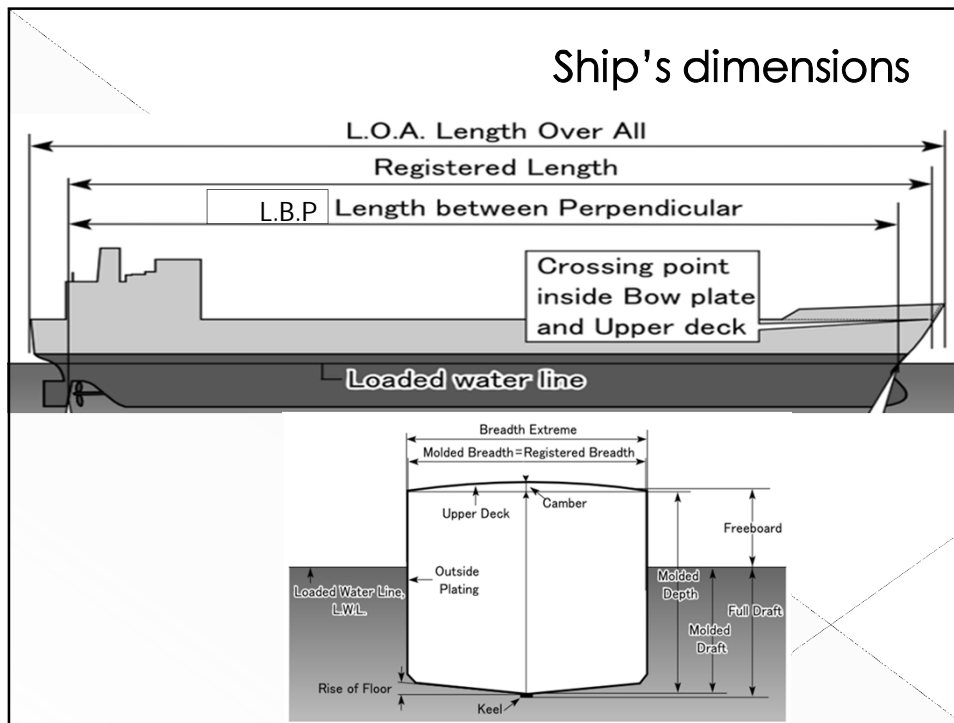


Shipboard directions and locations



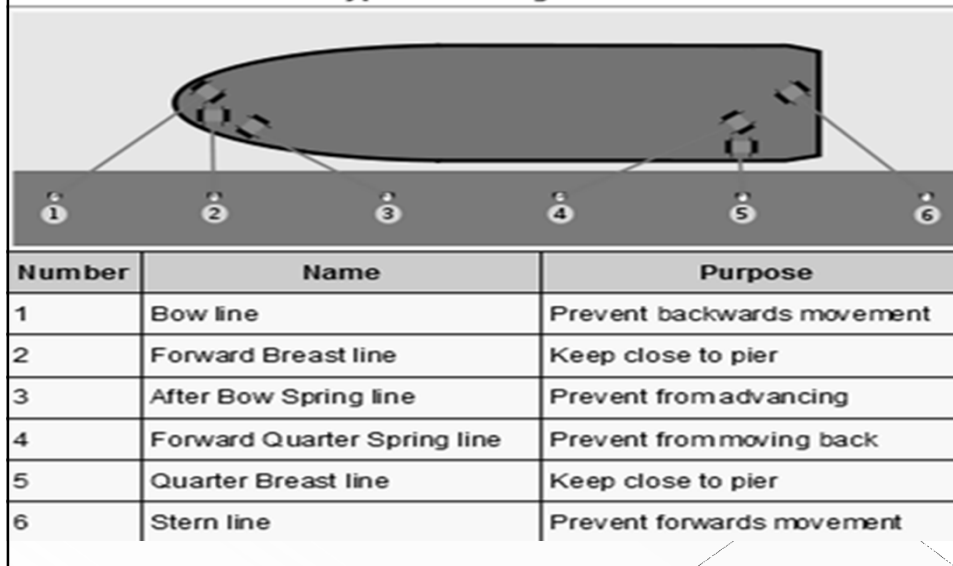
Ship's dimensions



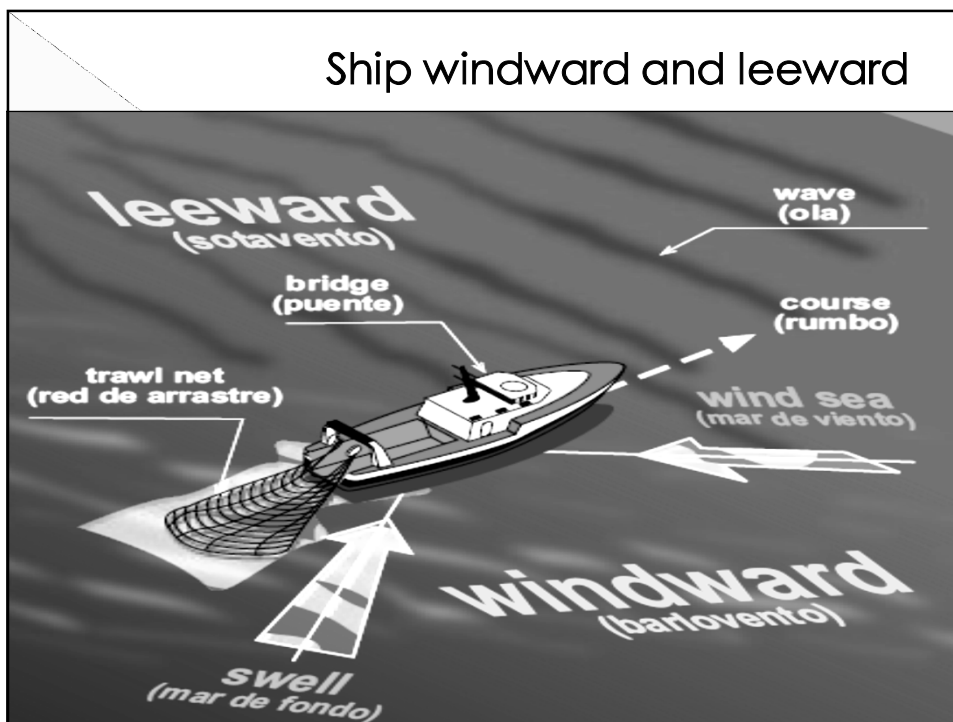


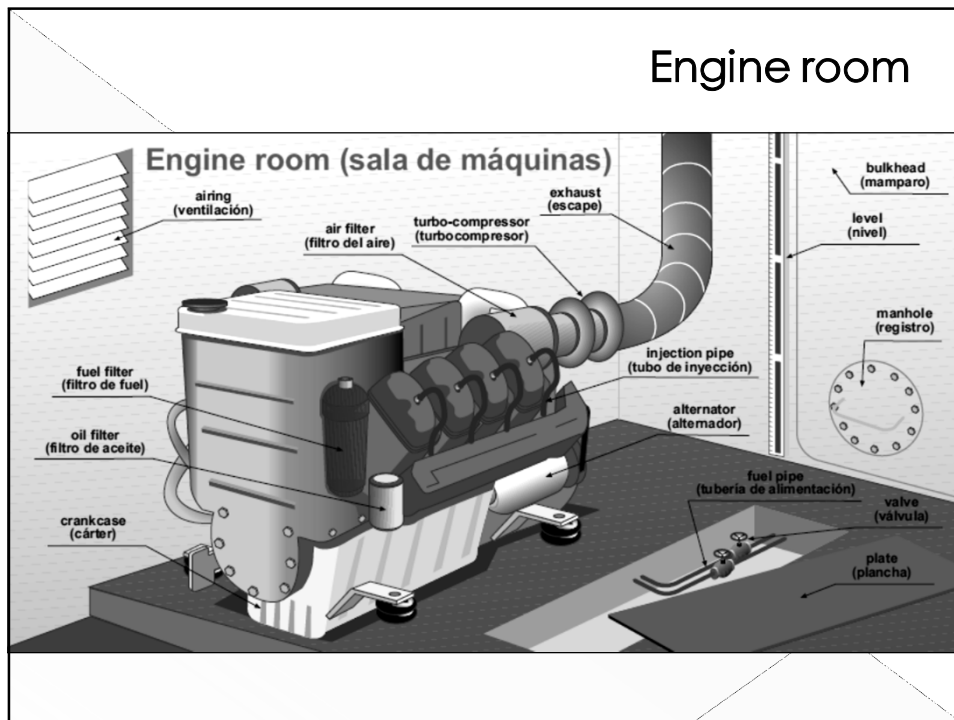
Ship's moorings

A typical mooring scheme



Ship windward and leeward

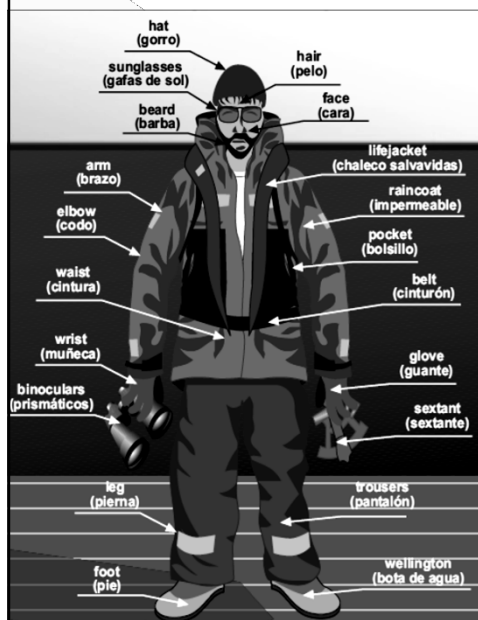




Measure units

- **MILE** : Known as nautical mile (nm) is the common distance unit used by navigators.
 $1 \text{ mile} = 1852 \text{ metres} = 2000 \text{ yards} = 6080 \text{ feet}$
- **CABLE**: Length unit used for short measuring distances at sea.
 $1 \text{ cable} = 1/10 \text{ mile} = 200 \text{ yards} = 185,2 \text{ metres}$
- **FATHOM**: Length unit used for measuring sea depths.
 $1 \text{ fathom} = 6 \text{ feet} = 2 \text{ yards} = 1,83 \text{ metres}$
- **FOOT (Feet)**: Length unit equivalent to 1/3 yard.
 $1 \text{ foot (1')} = 1/3 \text{ yard} = 12 \text{ inches} = 30,5 \text{ centimetres} = 0,305 \text{ metre}$
- **INCH (-es)**: Length unit equivalent to a 1/12 of a foot.
 $1 \text{ inch (1'')} = 1/12 \text{ foot} = 2,54 \text{ centimetres} = 0,0254 \text{ metres}$
- **KNOT**: Speed unit used aboard.
 $1 \text{ Knot (Knt)} = 1 \text{ mile per hour}$

Skipper - Ratings



Ratings	Categorías
Officers	Oficiales
Master	Capitán
Chief Mate	1er Oficial (s/guardia)
1st Mate	1er Oficial (c/guardia)
2 nd Mate	2º Oficial
Deck cadet Aprendice Officer	Alumno de puente
Chief Engineer	Jefe de Máquinas
1st Engineer	Primero de Máquinas
Auxiliary Engineer	Alumno de Máquinas
Radio Officer Sparks	Oficial Radioelectrónico
Purser / Pusser	Sobrecargo
OOW Officer of the Watch	Oficial de Guardia

Ratings / Ranks

Ratings / Ranks	Categorías
Seamen	Marinería
Ordinary Seaman (OS)	Marinero
Able-bodied Seaman (AB)	Marinero de primera o competente (Marinero de Puente)
Efficient Deck Hand (EDH) Deck boy	Mozo / Trabajador de cubierta
Helmsman Wheelman Steersman Quartermaster	Timonel Marinero preferente
Cook	Cocinero
Galley boy	Marmitón
Steward / Stewardess	Camarero/a
Greaser Oil man	Engrasador
Wiper	Limpiador

Ratings / Ranks	Categorías
Petty Officers	Maestranza
Boatswain / Bosun	Contramaestre
Boatswain's mate	2º contramaestre
Donkeyman	Calderetero
Pumpman	Bombero
Electrician Officer Electro-Technical Officer / ETO	Electricista Oficial electro-técnico
Carpenter	Carpintero

Standard wheel orders

Order	Meaning	Orden	Significado
Midships	Rudder to be held in the fore and aft position	A la vía	Llevar el timón y mantenerlo en la posición de proa-popa
Port/ starboard five	5° of port/ starboard rudder to be held	A babor/estribor cinco grados	Meter el timón 5° a babor/estribor y mantenerlo así
Port/ starboard ten	10° of port/ starboard rudder to be held	A babor/estribor diez grados	Meter el timón 10° a babor/estribor y mantenerlo así
Port/ starboard fifteen	15° of port/ starboard rudder to be held	A babor/estribor quince grados	Meter el timón 15° a babor/estribor y mantenerlo así
Port/ starboard twenty-five	25° of port/ starboard rudder to be held	A babor/estribor veinticinco grados	Meter el timón 25° a babor/estribor y mantenerlo así
Hard-a-port/starboard	Rudder to be held fully over to port/ starboard	Todo a babor/estribor	Meter el timón a babor/estribor y mantenerlo así
Nothing to port/starboard	Avoid allowing the vessel's head to go to port/ starboard	Nada a babor/estribor	Evitar que la proa del buque vaya hacia babor/estribor

Standard wheel orders

Order	Meaning	Orden	Significado
Meet her	Check the swing of the vessel's head in a turn	Aguantar	Reducir la caída de la proa del buque en un giro
Steady Steady so	Reduce swing as rapidly as possible	Derecho	Parar la caída lo más rápidamente posible
Ease to five/ ten/ fifteen/ twenty...	Reduce amount of rudder to 5°/ 10°/ 15°/ 20° and hold	Levante hasta cinco/ diez/quince/ veinte...	Reducir el ángulo del timón a 5°/10°/15°/20° y mantenerlo así
Port/ starboard fifteen	15° of port/ starboard rudder to be held	A babor/estribor quince grados	Meter el timón 15° a babor/estribor y mantenerlo así
Port/ starboard twenty-five	25° of port/ starboard rudder to be held	A babor/estribor veinticinco grados	Meter el timón 25° a babor/estribor y mantenerlo así
Hard-a-port/starboard Wheel hard over!	Rudder to be held fully over to port/ starboard	Todo a babor/estribor	Meter el timón a babor/estribor y mantenerlo así
Nothing to port/starboard	Avoid allowing the vessel's head to go to port/ starboard	Nada a babor/estribor	Evitar que la proa del buque vaya hacia babor/estribor

Standard wheel orders

Order	Meaning	Orden	Significado
Steady as she goes Steady as you go	Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the vessel is steady on that heading, the helmsman is to call out: "Steady on ..."	Derecho como va	Gobernar manteniendo el rumbo indicado por el compás al tiempo de dar la orden. El timonel ha de repetir la orden e indicar el rumbo del compás al recibir la orden. Cuando el buque se mantenga en ese rumbo, el timonel ha de dar la voz "A rumbo ..."
Order	Orden	Order	Orden
Keep the buoy/ mark/ beacon/ ... on port side/ starboard side	Mantenga la boya/marca/baliza/ ... a babor/estribor	Finished with wheel, no more steering	Listo de timón, no hay más operaciones de gobierno
Report if she does not answer the wheel	Avise si el buque no obedece el timón	Shift the helm!	Firme el timón

Standard wheel orders

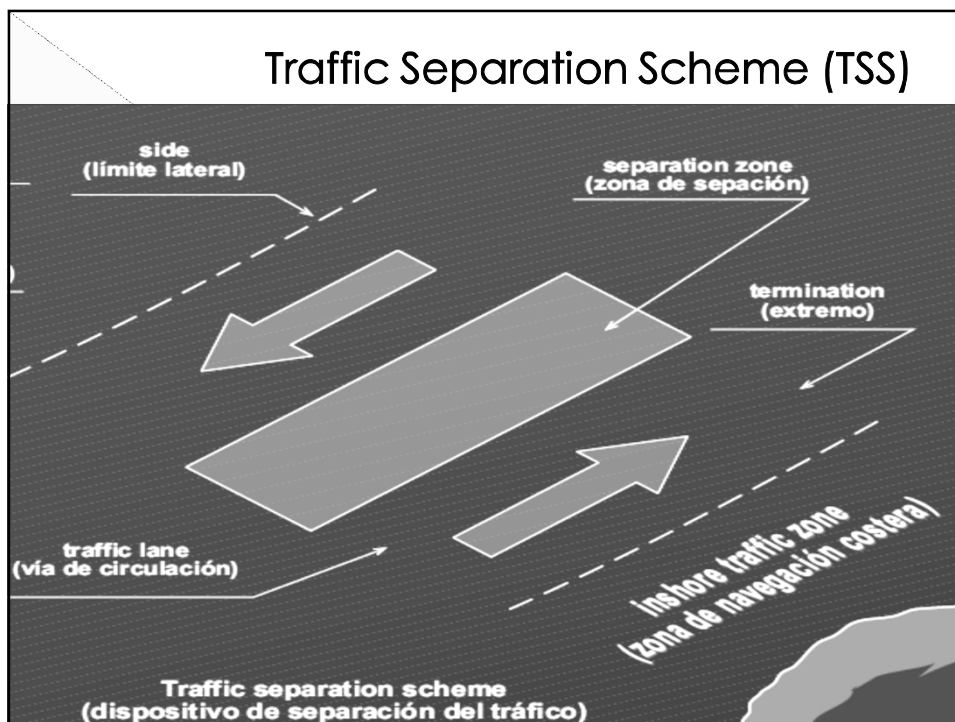
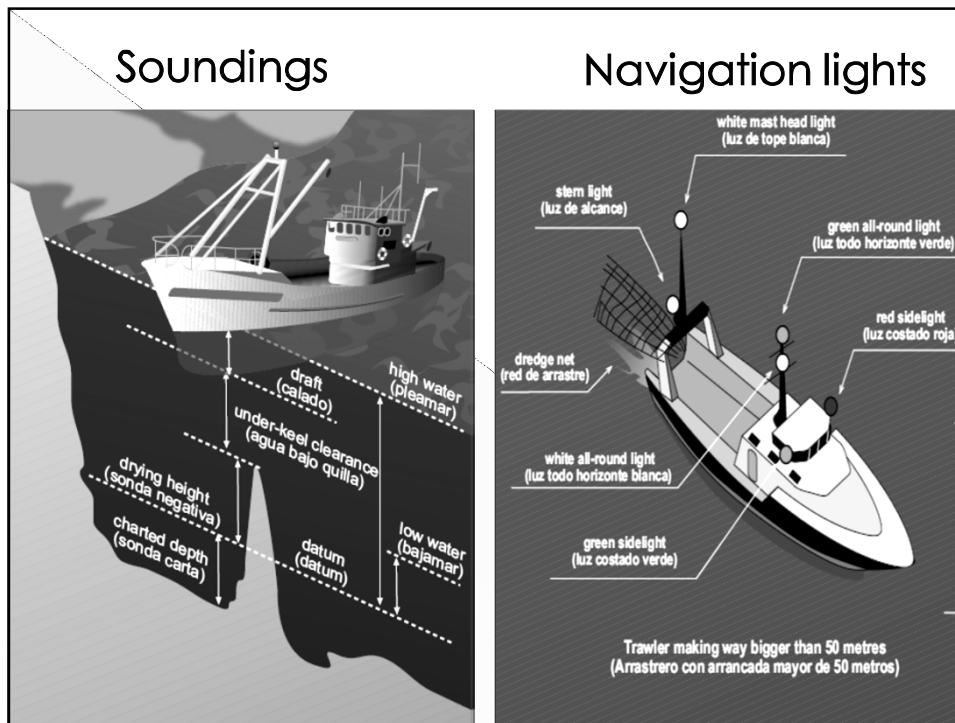
Order	Course to be steered	Orden	Rumbo que se ha de mantener
Port, steer one eight two	182°	A babor, al uno ocho dos	182°
Starboard, steer zero eight two	082°	A estribor, al cero ocho dos	082°
Answer	Course steered	Respuesta	Rumbo
Steady on one eight two	182°	Derecho al uno ocho dos	182°
Steady on zero eight two	082°	Derecho al cero ocho dos	082°
Order		Orden	
Steer on ... buoy / ... mark / ... beacon		Proa a la boya ... /marca/baliza ...	
Hard over to port/starboard!		Todo el timón a babor	
Port/starboard easy Port/starboard a little		Poco a babor/estribor	

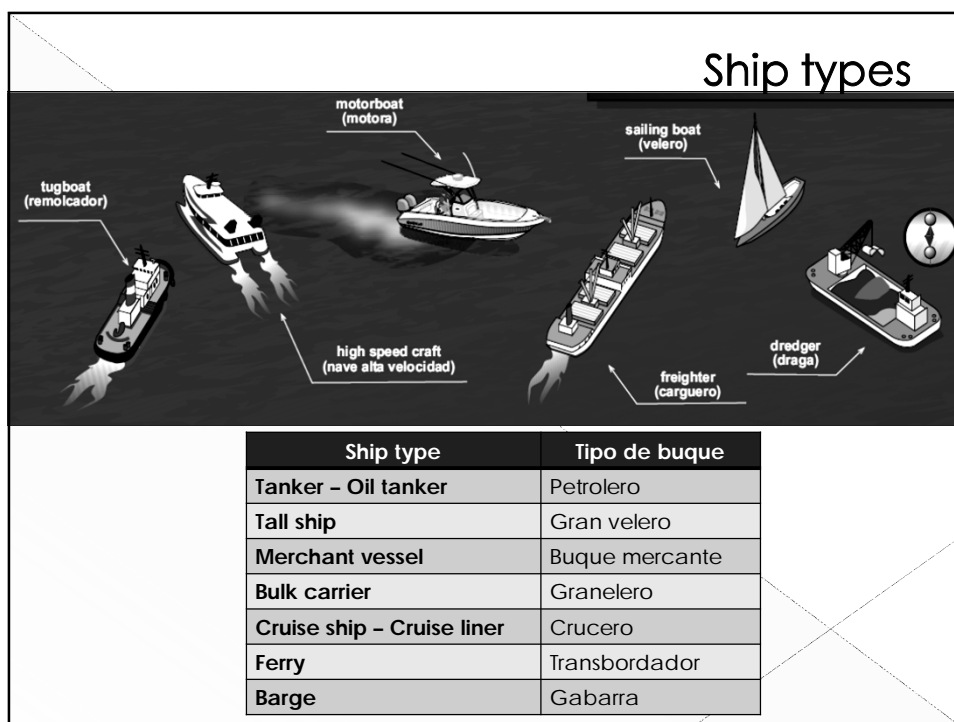
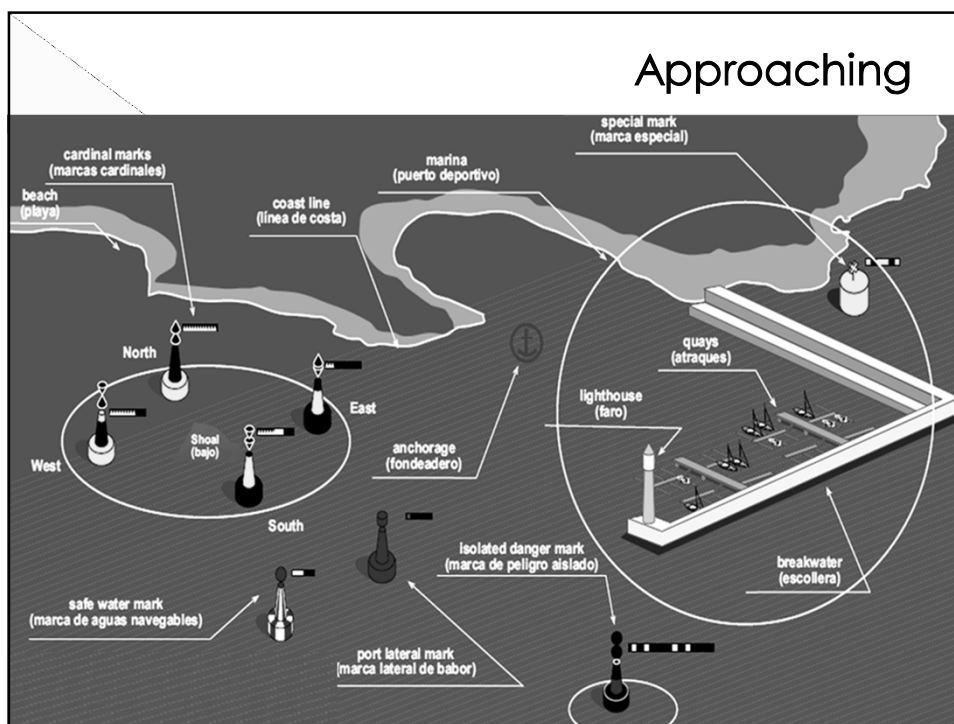
Standard engine orders

Order	Orden
(Port/ starboard engines) Full ahead / astern	(Motores de babor/estribor) Avante toda / Atrás toda
(Port/ starboard engines) Half ahead / astern	(Motores de babor/estribor) Avante media / Atrás media
(Port/ starboard engines) Slow ahead / astern	(Motores de babor/estribor) Avante poca / Atrás poca
(Port/ starboard engines) Dead slow ahead / astern	(Motores de babor/estribor) Avante muy poca / Atrás muy poca
Stop (port/ starboard) engines	Parar el motor (de babor/estribor)
Emergency full ahead/ astern	Avante a toda/atrás toda, emergencia
Stand by engine <small>Engine-room personnel fully ready to manoeuvre and bridge manned to relay engine orders</small>	Atención a la máquina <small>Personal de la cámara de máquinas listo para maniobrar y puente dotado del personal necesario para transmitir las ordenes a la máquina</small>
Finished with engines – no more manoeuvring <small>Operation of engines no longer required</small>	Listo de máquinas - Han terminado las maniobras <small>No van a necesitarse ya las máquinas</small>

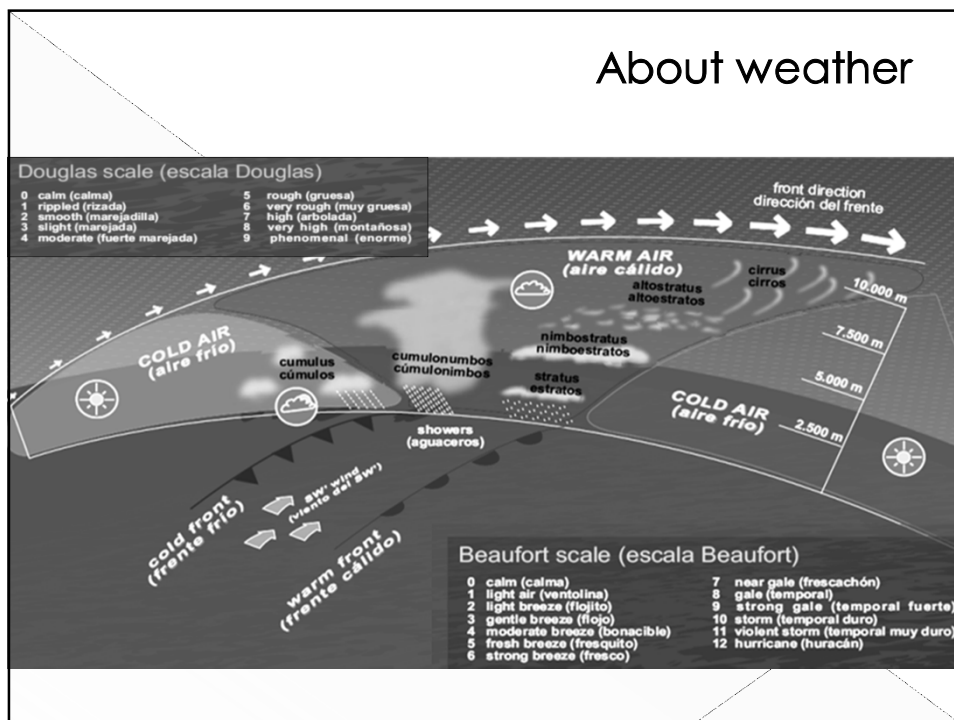
Standard engine orders

Order	Orden
Bow thruster full / half / dead to port/ starboard	Impulsor de proa a babor/estribor toda/media/poca
Stern thruster full / half / dead to port/ starboard	Impulsor de popa a babor/estribor toda/media/poca
Bow / stern thruster stop	Pare el impulsor de proa/ popa





About weather



SMCP – General procedure

When it is necessary to indicate that the IMO SMCP are to be used, the following message may be sent:

"Please use IMO Standard Marine Communication Phrases"

"I will use IMO Standard Marine Communications Phrases"



SMCP – Spelling of letters

When spelling is necessary, only the following spelling table of letters and codes should be used aboard:

 A - Alfa	 N - November
 B - Bravo	 O - Oscar
 C - Charlie	 P - Papa
 D - Delta	 Q - Quebec
 E - Echo	 R - Romeo
 F - Foxtrot	 S - Sierra
 G - Golf	 T - Tango
 H - Hotel	 U - Uniform
 I - India	 V - Victor
 J - Juliet	 W - Whisky
 K - Kilo	 X - X-ray
 L - Lima	 Y - Yankee
 M - Mike	 Z - Zulu

Advice:

You must say "BREAK" between words when you spelling more than one word.

Example:

"NURA NOVA" must be spelt using the international phonetic alphabet as follows:

        **BREAK**




SMCP – Spelling of digits and numbers

0 - Zero - ZEERO 	7 - Seven - SEVEN 
1 - One - WUAN 	8 - Eight - EIT 
2 - Two - TOO 	9 - Nine - NINER 
3 - Three - TREE 	
4 - Four - FOWER 	
5 - Five - FIFE 	1000 -Thousand -TOUSAND 
6 - Six - SIX 	

SMCP - Numbers and digits

Numbers must be spoken in separate digits,

for example:

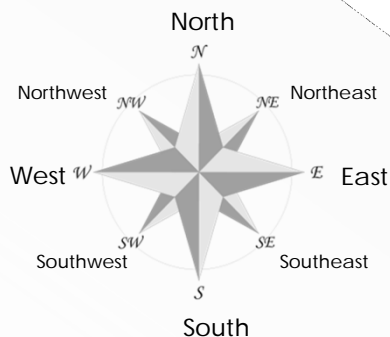
-  "My position 29° 58' North / 013° 12' East at 2100 hours UTC"
"My position 29 degrees 58 minutes North / 013 degrees 12 minutes East at 2100 hours UTC".
-  "My position: bearing 168° from Royal Sovereign Lighthouse, distance 7.4 miles at 0855 hours Local Time".
- , unless they refer to rudder angles in wheel orders.
"Starboard 15"

Positions at sea

- Latitude and longitude : must be expressed in degrees and minutes (and decimals of minute if necessary).
- Latitude should be referred to North or South from the Equator
- Longitude should be referred to East or West from Greenwich meridian.

Position:

"39 degrees 16 minutes North
027 degrees 15 minutes West"



When position is related to a mark, the mark position shall be a well-defined charted objet:

"My position bearing 137° from Big Head lighthouse, distance 2.4 nautical miles"

SMCP – Message markers in communications

Use the following message markers as often as possible:

- 🔊 **INSTRUCTION:.....(only given by authorities)**
- 🔊 **ADVICE:.....**
- 🔊 **WARNING:.....**
- 🔊 **INFORMATION:.....**
- 🔊 **QUESTION:.....**
- 🔊 **ANSWER:.....**
- 🔊 **REQUEST:.....**
- 🔊 **INTENTION:.....**

Digital Selective Calling

DSC (LSD)


La llamada selectiva digital ha supuesto un importante avance en la seguridad de las naves ya que basta pulsar el botón "Distress" (peligro) durante unos segundos, para que el equipo DSC envíe automáticamente una llamada de socorro a todas las embarcaciones que se encuentren en las inmediaciones, además de a las estaciones ubicadas en tierra. Esta alerta incluye la naturaleza del peligro, que como no podía ser de otro modo, está en inglés. A continuación traducimos las distintas posibilidades:

Abandoning: abandono	Adrift: a la deriva
Collision: abordaje	Explosion: explosión
Fire: incendio	Flooding: inundación
Grounding: varada	Listing: escora
Piracy: piratería	Sinking: hundimiento
Undefined: sin precisar	

Otras palabras interesantes:
 DSC: llamada selectiva digital (LSD)
 Acknowledgement: acuse de recibo
 Call: llamada



Routine communications



Vessel on my port side, this is fishing vessel ANTARES crossing your bow, distance 3 miles. Do you read me? Over.
Buque por mi babor, aquí el pesquero ANTARES cruzando su proa a dos millas. ¿Me recibe?, cambio.

ANTARES, this is VOLGA STAR. Go ahead. Over.
 ANTARES, aquí el VOLGA STAR. Adelante. Cambio.

VOLGA STAR, this is ANTARES. Request: Change to channel 6.
 VOLGA STAR, aquí el ANTARES. Cambio a canal 6.

ANTARES, this is VOLGA STAR. I will change to channel 6.
 ANTARES, aquí el VOLGA STAR. Cambio a canal 6.


VOLGA STAR, this is ANTARES. Information: I have my fishing gear extending a hundred metres astern of me. I request a wide berth. Over.
 VOLGA STAR, aquí el ANTARES. Información: Mi aparejo se extiende 100 metros por mi popa. Solicito un amplio resguardo. Cambio.

ANTARES, this is VOLGA STAR. I will alter my course in order to pass one mile astern of you. Over.
 ANTARES, aquí el VOLGA STAR. Cambiaré mi rumbo para pasarle a 1 milla por la popa. Cambio.

VOLGA STAR. This is ANTARES. Thank you very much. Out.
 VOLGA STAR. Aquí ANTARES. Muchas gracias. Corto.

Comunicaciones en canal 16
 Comunicaciones en canal 8

Distress message attending the GMDSS



Help (socorro)

Mayday, Mayday, Mayday. This is Kasilda, Kasilda, Kasilda. Mayday. Kasilda. My position is, latitude: four-five degrees, three-one minutes north. Longitude: zero-zero-eight degrees, four-two minutes west. Our ship is on fire. We are five people on board. We need immediate assistance. Over.

Medé, Medé, Medé. Aquí Kasilda, Kasilda, Kasilda. Medé. Kasilda. Me encuentro en posición, latitud: 45°-31' Norte. Longitud: 008°-42' Oeste. Tenemos un incendio a bordo. Somos cinco personas. Necesitamos ayuda inmediata. Cambio.

Nota: Se puede emplear indistintamente MAYDAY o MEDÉ

Comunicaciones en canal 16

